GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3864
ANSWERED ON:09.08.2017
Delay of Vaishali Train
Dwivedi Shri Harish

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Vaishali Superfast Train running between New Delhi to Barauni has been reportedly running late continuously for the last few months;

(b) if so, the reasons therefor; and

(c) the steps taken by the Railways to run the above train at scheduled time to avoid inconvenience to the passengers, particularly MPs travelling in this train during the Parliament Session?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)

(a) & (b) While most of the trains are running to time, some trains, including 12553/12554 Muzaffarpur-New Delhi-Muzaffarpur Vaishali Express, at times, get delayed due to causes some of which are in the control of Railways, such as:-
(1) asset failures related to locomotives, over head equipment, track, signal & coaches and wagon etc.,
(2) saturated line capacity due to heavy volumes of freight and passenger traffic leading to route congestion in sectors like Delhi-Ghaziabad-Kanpur-Lucknow-Gorakhpur-Chhapra, where line capacity utilization is 110% to 160%.
(3) blocks to be given for maintenance of fixed assets − tracks, signals, overhead equipment and for increasing line and terminal capacity, replacement of level crossings by limited height subways, and
(4) Reasons beyond the control of the Railways, such as security related law and order problems − observance of Bandhs and security threats in Left Wing Extremist areas involving sections on East Central Railway such as Hajipur-Muzaffarpur-Barauni section through which 12553/12554 Muzaffarpur-New Delhi-Muzaffarpur Vaishali Express trains traverse which require reduction of speeds for maintaining the safety of operations - natural calamities, public agitations, electricity grid failures, bad weather, cattle run over cases, heavy road traffic at level crossing gates etc.
(a) During April-July 2017, trains in the LWE (Left Wing Extremism) affected areas in Bihar were forced to move at a reduced speed for about 50 days due to frequent bandh observance by Left wing extremists having a cascading effect on train operation in that area.
(c) Indian Railways have initiated various short and long term measures for addressing the problem of capacity constraints on the congested routes of Bihar bound trains passing through Delhi-Ghaziabad-Kanpur-Lucknow-Gorakhpur-Chhapra, sector of North Central Railway, Northern Railway and North Eastern Railway which include provision of automatic signaling from Aligarh to Ghaziabad on 3rd line, extension of platforms, commissioning of longer loop lines at 10 stations of Allahabad Division, raising of speed to 160 kmph on New Delhi- Mughalsarai route besides the construction of double-line dedicated freight corridor (DFC) between Mughalsarai-Allahabad-Khurja, doubling of Chhapra-Muzaffarpur section and electrification of Lucknow-Gorakhpur-Chhapra-Barauni section.
Further, Railways have initiated various measures such as launching of punctuality drives, sensitising staff involved in train operations, improving asset reliability, rectification of asset failures in the shortest possible time and having better co-ordination with State Governments and civil authorities to deal with law & order problems effectively etc.
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